

Reviewing the 1942 Cars—What They Need for 1943

By WALTER E. BLAINE

CHEK-CHART Field Engineer

THE 1942 CADILLAC

Each model of the Cadillac V-8 for 1941 and 1942 has a total of 35 different lubrication points, each requiring a total of 7 different types of lubricants with mileage recommendations on the various points at 1,000, 2,000, 6,000 and 12,000 miles. There is a lubrication notice, a crest shaped plate on the left front door, on which the next lubrication job may be posted and the mileage when it is due. This serves as a reminder for the owner and a check for the service station. On Cadillac cars, the car serial number is the same as the engine number.

Chassis lubricant is recommended for the general chassis points which are distributed largely around the knee action front end and there are 19 such points at the front end alone. Additional points are found at the clutch equalizer shaft, the pedal shaft and the universal joint spline. Engine accessories requiring lubrication include the water pump, generator, starter and distributor. In addition to these points there are the crankcase, steering gear, transmission, Hydra-Matic drive and differential.

Fan, clutch release bearing, rear spring bolts and shackles and rear wheel bearings require no manual lubrication.

The standard, or conventional type transmission can be lubricated properly with straight gear lubricant SAE 90 grade for all normal temperature conditions. In the original recommendations, a recommendation of Extreme Pressure lubricant is given, but in view of the shortage of critical materials, this alternate recommendation has been suspended and the recommendation is straight gear lubricant only, recommended for the transmission.

The differential, however, is of the Hypoid type and requires Hypoid lubricant

and inasmuch as there is no present governmental restriction on the use of Hypoid lubricant for Hypoid gears, this recommendation still carries.

THE HYDRA-MATIC DRIVE

The Cadillac Hydra-Matic Drive has been available on Cadillac cars since 1941 models were introduced. Many believe the Hydra-Matic Drive used on Cadillac is identical with those used on Oldsmobile models. This is not true. While the two drives are of the same general design, the lubricant capacities vary and the interval of serving the units differs, as do the instructions for servicing. It is also well to remember that the same lubricant or fluid, is not used in the Cadillac as is used in the Oldsmobile.

Cadillac's latest instructions for servicing the Hydra-Matic Drive for both 1941 and 1942 units are as follows:

***HYDRA-MATIC DRIVE—Capacity 23 pt.** Use special Cadillac Fluid. Inspect fluid level every 1,000 miles and add if necessary. Drain and refill at end of first 6,000 miles and every 12,000 miles thereafter. Refer to Cadillac dealer. (If an emergency arises wherein it is impossible to obtain Special Fluid then Motor Oil No. 20W in Summer, No. 10W in Winter, may be used until nearest Cadillac dealer is reached.) To refill, add 16 pt. of fluid, run engine for a few minutes, then fill to FULL mark on gage stick. Fill cap is reached through covered opening in floorboard. Bayonet level gage is unit with filler cap.

Check level every 1,000 miles.

In case a Cadillac car owner resides in a locality where there is no Cadillac dealer,

*Capacities shown are standard U. S. liquid measures. In Canada the equivalent Imperial measures should be used.

there is a possibility that arrangements have been made whereby a reliable garage or station has been authorized to stock the Special Fluid used in Hydra-Matic Drives, and provide service for Cadillac car owners without undue delay.

Do not use the "emergency" recommendations (No. 20W and No. 10W) any longer than absolutely necessary. Change to the manufacturer's recommended Special Fluid at the first opportunity and thus keep the unit operating on the kind and type of fluid that is recommended.

FRONT WHEEL BEARINGS

In order to lubricate Cadillac front wheel bearings on all 1942 models (also on several previous models), a dust seal in the form of a steel band, which is clamped around the brake drum, must be removed before the wheels can be dismounted. This dust seal is removed by loosening the clamp screw at the top of the steel band.

REAR SPRINGS

The rear springs on Cadillac cars are not provided with spring covers. Being uncovered springs, there is a tendency by the service station personnel to "grab" a spray gun and spray the sides of the springs profusely. This is absolutely wrong. Wax liners are inserted between all spring leaves, and since oil or grease will destroy the function of these liners, it is detrimental to apply Penetrating Oil or any kind of oil or grease. **DO NOT LUBRICATE SPRINGS HAVING WAX LINERS BETWEEN SPRING LEAVES.**

In addition to regular lubrication service, the car should be checked and tested for unusual noises and squeaks. Tire pressures should be checked regularly and pressures maintained at 3 to 5 lb. above recommended pressures shown on the chart. Tires should also be examined for cuts, bruises, nails, glass, etc.



STEERING GEAR LUBRICATION

In the steering gear lubrication story, appearing in the recent NATIONAL LUBRICATING GREASE INSTITUTE LUBRICATION BULLETIN we advised against the use of pressure guns in applying lubricants except where such practice was specified by the manufacturer or where the design necessitated such application.

The Ross Gear and Tool Co., Lafayette, Ind., through its Service Department manager, F. I. Munson, has provided additional information covering steering gear types of its manufacture.

The following instructions are authoritative and we give them just as furnished by Ross. "Some steering gears are installed in a vertical or near vertical position. If the filler hole is located below the upper bearing the lubricant must be put in with a gun in order to maintain a level above the uppermost bearing. Some gears are installed in an inverted position which places the cross shaft up above the worm. With such installations the lubricant level can easily be too low unless the level is raised the proper amount through the use of a power gun."

THE 1942 CHEVROLET

All models of Chevrolet cars for 1942 have a total of 34 different lubrication points and require 6 different types of National EN-AR-CO Lubricants. All chassis points, with the exception of Front Wheels, Transmission, Differential and Carburetor Accelerating Pump Shaft, should be lubricated every 1,000 miles or every 60 days whichever comes first; Front Wheels every 10,000 miles; Transmission and Differential every 6,000 miles or twice a year, whichever occurs first; and the Accelerating Pump Shaft every 5,000 miles.

The Carburetor Accelerating Pump Shaft should be lubricated with National EN-AR-CO Motor Oil every 5,000 miles. In performing this service it is necessary to remove the Air Cleaner so that the Carburetor is accessible. Remove the dust cover to expose the wick and saturate the felt ring on the Pump Lever Shaft.

The serial numbers of all 1942 Chevrolet cars are on a plate located under the floor mat in driver's compartment, right side.

Delco Shock Absorbers are used and should be refilled every 5,000 miles.

Rear Springs are metal covered. The frequency at which springs should be lubricated depends largely upon conditions of operation and it is necessary to lubricate only when hard riding conditions develop or when squeaks occur. Spring covers are provided with a 3/16 in. hole on the underside. A special spring cover lubricating tool is used for forcing the Cup Grease, National EN-AR-CO Graphite Cup Grease

No. 2 into these holes by means of a clamp that goes around the spring.

Clutch and Brake Pedal Bearings are packed at assembly and seldom require lubrication. If lubrication is required, remove the brass plug in the center of the key retaining plug, install a fitting, lubricate with National EN-AR-CO Chassis Lubricant, replace plug. Do not over-lubricate.

There are a number of points requiring no lubrication on the Chevrolet chassis. These consist of: Fan, Water Pump, Clutch Release Bearing, Rear Spring Front Bolt, Universal Joint and Spline, Rear Wheel Bearings, and Spring Saddle.

While it is necessary to drain and refill the Transmission and Differential cases with National EN-AR-CO Trans-Gear Lubricant every 6,000 miles only, it is however, necessary that the amount of lubricant in these cases be checked each month, and if low, should be brought to the filler plug level. The Transmission can be correctly serviced with National EN-AR-CO Trans-Gear Lubricant, using SAE 90 grade for temperatures above 0°F and SAE 80 grade for temperatures below 0°F. The Differential is equipped with hypoid type gears and requires National EN-AR-CO Trans-Gear Lubricant SAE 90 above 0°F and SAE 80 below 0°F. Since there is no governmental restriction on the use of hypoid lubricants where hypoid gears are used, this recommendation is still in force.

NOTE: All capacities shown on each individual NATIONAL SPECIALIZED LUBRICATION Diagram are in U. S. Standard liquid measure. In Canada the equivalent Imperial measure should be used.

THE VACUUM CYLINDER AND WHY AN AUTHORIZED DEALER SHOULD LUBRICATE

A Vacuum Gear Shift Assist Cylinder is standard equipment on all 1942 Chevrolets. When it becomes necessary to lubricate the Vacuum Cylinder it must be removed because of its mounting angle and should be done by an authorized Chevrolet dealer. However, observations made during the year have revealed the fact that service stations sometimes take it upon themselves to lubricate the Vacuum Cylinder, but unless the service man has the proper knowledge, tools and experience in performing this operation it should be by all means referred to a dealer for the following reasons:

To lubricate the piston properly, the linkages must be disconnected because it is necessary to rotate the piston and also work it back and forth within the cylinder in order to distribute the lubricant over the entire inside surface of the cylinder. Valve adjustment is established at time of assembly, and if the clevis pin holding these linkages is removed, the links will drop down and permit possible disrupting of the

valve timing within the piston rod which will result in improper functioning of the unit. It is for this reason that only mechanics having experience with the construction of the unit should service the assembly. That is why the manufacturer requests that the work be done only by an authorized dealer.

There is little chance of valves getting out of adjustment if the mechanism is not tampered with by inexperienced mechanics. When valve adjustment is necessary it will be evidenced by slow or sluggish shift one way. This means that the valve travel is insufficient to uncover ports to admit vacuum. Only when gear shift into any position is sluggish is valve adjustment necessary. An explanation to the car owner, telling him why an authorized dealer should do the work, will increase his confidence in you and your service.

There is one operation in connection with servicing the Gear Shift Vacuum Cylinder that all service stations can perform and that is the cleaning of the vacuum air inlet filter. This air cleaner, of the wire gauze type, is attached to the frame side member and should be removed, cleaned and re-oiled every 10,000 miles. Remove air inlet filter from side member, disconnect flexible air hose inlet, wash in kerosine, dip in National EN-AR-CO Motor Oil SAE 50, and reassemble. This operation should be done at more frequent intervals than every 10,000 miles if car is operated in dusty areas.

The car owner should personally make a check of his car regularly. If any squeaks or peculiar operating difficulties develop they should be corrected at once. Tires should be kept at recommended pressures at all times and tread surfaces of tires should be carefully looked over for any imbedded pieces of glass or nails that might eventually develop into punctures. Switch tires frequently and check battery at least every two weeks in the summer and more often in the winter. The better the car is serviced, the longer the car will serve the owner.

NO LUBRICATION CHANGE IN NEW 1942 HUDSON FRONT END

The upper support arms of earlier 1942 models are drop forged. Later models use welded pressed steel upper support arms in which the caster and camber eccentric bushing is placed between the forks at the outer ends of the arms. While this modifies procedure in adjusting camber and caster as well as in replacing arms, it in no way changes lubrication recommendations given on NATIONAL SPECIALIZED LUBRICATION diagram for the first 1942 models brought out by Hudson.

STUDEBAKER UNIVERSAL JOINTS

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Published monthly by

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supplying replacement universal joints equipped with lubrication fittings. When replacement parts are ordered for any 1938 through 1942 model, the fitting type joints will be supplied. Standard factory equipment on all those models was with a spicer type joint requiring disassembly for lubrication. (Some 1938 models had rubber bushings.)

No change has been made in the type of lubricant to be used, the fitting type joints being lubricated with the same lubricant that was used in the hand packed type. The joints are to be lubricated each spring and fall.

CAUTION: As there is no escape hole in these joints and very little reservoir space in the cross, the joints must be lubricated only with a hand gun. The bearing seals may be damaged if much pressure is applied. It is for this reason that the seasonal interval has been specified by the manufacturer.

STUDEBAKER MOTOR OIL RECOMMENDATIONS

The following change in Motor Oil recommendation appears in a bulletin of the Studebaker Corporation:

"In cars never driven more than 35 m.p.h. it is advisable to use SAE 10 oil the year around. Under unusual circumstances which call for much driving in lower gears, such as driving in heavy mud, mountainous

(Continued on Page 5)

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PLASTIC CONES

9 Plastic Cones are still available for immediate delivery through Mr. Sydney Bevin, Fiske Bros. Refining Co., Toledo, Ohio. No further cones will be available through the Institute.

Reviewing the 1942 Cars— What They Need for 1943

(Continued from page 3)

country, etc., a heavier oil should be used. The use of SAE 10 oil will aid in quick starting and instantaneous lubrication. No dilution of engine oil with kerosine or gasoline should be attempted."

THE 1942 HUDSON

The serial number on all 1942 Hudson cars is conveniently located on the right front door hinge pillar post. The first two numerals of the serial number indicate the series: (20) indicates Series 6, 6 De-Luxe, Business Cars; (21) Super 6; (22) Commodore 6; (24) Commodore 8; (25) Commodore 8 Custom Coupe; (27) Commodore 8 Custom Sedan; (28) 6 Big Boy Series.

All 1942 Hudson models have a total of 43 different lubrication points requiring seven different lubricants. All chassis points equipped with ball end fittings require chassis lubricant every 1,000 miles. Generator and starter should be lubricated with Motor Oil every 2,000 miles. The distributor on 6-cylinder models is equipped with a grease cup and should be filled with wheel bearing grease every 2,000 miles and turned down one turn. The distributor on 8-cylinder models, on the right side of the cylinder block, is equipped with an oiler, and likewise should be lubricated every 2,000 miles.

The transmission and differential lubricant should be changed every 5,000 miles and the level of the lubricant in these units should be checked each time the chassis is lubricated.

Hudson's original recommendation of the lubricant to be used in the transmission was SAE 90EP above +32°F. and SAE 80EP below +32°F., but on account of Government restrictions on the use of extreme pressure lubricants in passenger car transmissions, Hudson now recommends the use of well refined straight mineral gear lubricant of the same SAE grades.

While a spiral bevel gear differential is used on all Hudson cars, the extreme pressure grades of lubricant of SAE 90 and 80 grades are continued.

The clutch on all Hudson models is of the wet type and has a capacity of 1/3 pt. A special clutch fluid known as "Hudsonite" should be used at all times. This unit should be drained and refilled every 5,000 miles.

Both front and rear wheels should be removed every 10,000 miles for lubrication.

HUDSON DRIVE-MASTER

The Hudson Drive-Master, which is optional equipment on 1942 models, is a unit not found on other makes of cars.

The proper lubrication of this unit is quite important.

At intervals of 2,000 miles, all frictional pivot points should be lubricated with a few drops of light Motor Oil. Also a few drops of light Motor Oil should be applied in the oil hole found in the clutch control power unit bell-crank bracket.

Every 1,000 miles, chassis lubricant should be added to the grease fitting. This point which is drilled so that lubrication is provided to the pivot point as well as to the socket joint. To lubricate this fitting, and also the clutch and brake pedal shaft bushing fitting, it is necessary to remove the dirt shield attached to the bottom of the engine rear cross member and left hand frame brace by taking out three sheet metal screws. Be sure to replace the dirt shield after applying lubricant.

At intervals of 10,000 miles, 1 oz. of shock absorber fluid should be injected into the clutch control power unit by taking out the plug. Remove the piston rod end to bellcrank bolt and the valve rod to lever link and rotate the piston with an in-and-out motion to distribute the oil over the entire piston and cylinder wall.

SPECIAL PURPOSE FITTINGS

Some chassis lubrication points on Hudson models are equipped with what is known as "special purpose fittings." The water pump has a grease reservoir between the two bearings. If pressure is applied by the grease gun after the reservoir is filled, the grease may be forced past the water seal and enter the cooling system.

To prevent over-filling, a fitting was developed. If additional pressure is built up in the reservoir it will push the plunger in the fitting upward, closing the entrance to the reservoir, indicating that the proper amount of lubricant has been added when the plunger rises.

Also a special purpose fitting is used on the king pin. The king pin is drilled so the lubricant is distributed to both the upper and lower king pin bushings and forms a reservoir for the grease. As the reservoir becomes filled the plunger in the special purpose fitting rises and forms an extra supply of lubricant which is gradually fed down into the king pin by the spring at the top.

Since it is difficult to tell when the reservoir is completely filled and there is also a possibility of the lower passage becoming air-bound, a relief valve is incorporated in the bottom of the king pin. The spring in the relief valve is heavier than the one in the upper fitting, therefore the reservoir will be completely filled before the valve opens.

Spare parts are likely to become more difficult to obtain for the duration of the war, so take good care of your car in order

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MISCELLANEOUS POINTS

Rear springs on all models are equipped with fabric covers. Every 10,000 miles these covers should be removed and packed with chassis lubricant.

The vacuum cylinder used in connection with Vacuum Drive, which is optional equipment should be serviced by injecting 1 oz. of shock absorber oil into the cylinder every 10,000 miles.

When a transmission with Overdrive, which is also optional equipment, is used, it is equipped with two drain plugs and two fill plugs. Drain through bottom plugs. Fill Overdrive unit first with 1 1/4 pt. or lb. and then the transmission unit with 2 pt. or lb. using the same lubricant as is recommended for conventional transmission.

To lubricate universal joints on Hudson models it is necessary that they be disassembled every 20,000 miles and repacked with chassis lubricant.

This review of Hudson 1942 models if followed will provide correct lubrication for all models for 1943. If the manufacturer makes any other changes in recommendations or otherwise in the future, our readers will be advised of these in future bulletins under the heading of "Manufacturer's Changes."

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THE 1942 STUDEBAKER

The 1942 Studebaker models are known as the Champion (4G), the Commander (12A) and the President (8C).

The serial number is on a plate attached to the left front door hinge pillar post where it can quickly be read.

Chassis lubricant should be used to lubricate all points equipped with ball end pressure gun fittings, every 1000 miles, except the steering gear case and rear axle shaft bearings. The steering gear requires steering gear lubricant every 5000 miles, and the wheel bearings require lubrication every 10,000 miles with wheel bearing grease. Front wheels must be removed to lubricate the bearings. The rear axle shaft bearings are lubricated through a fitting on the axle case.

While all models are similarly lubricated, there are a few points of lubrication on the Commander (12A) models that are not found on other models. These differences are as follows:

The water pump on the Commander (12A) has a grease cup which should be filled with water pump grease every 1000 miles and turned down one or two turns.

The fan bearing on this same model is equipped with a fitting using chassis lubricant every 1000 miles. Both of the above points on all other models require no lubrication.

The December issue of Studebaker's service bulletin changes its recommendations of the SAE grades of crankcase oils. Since car speed is frozen at 35 mph, Studebaker now recommends that SAE 10 engine oil be used the year round, except when unusual operating conditions prevail, in which cases a heavier oil should be used. In cars equipped with overdrive, Studebaker formerly recommended that the next lighter grade of oil be used in the crankcase. This recommendation is cancelled automatically as SAE 10 is the lightest engine oil available.

Recommendations for gear oils used in transmissions and rear axles remain unchanged, SAE 90 the year round in the transmission, and SAE 90HP the year round in the differential.

All Studebaker models are equipped with a unit known as "Gear Shift Control Box." This box is near the lower end of the steering column and contains the levers connecting with the gear shift rods. A plug in the side of the box should be pried out and chassis lubricant inserted through the hole every 10,000 miles.

Special attention is called to the lubrication of the clutch release shaft and the clutch cross shaft. These points can easily be neglected because of their unusual design.

Springs are fitted with metal covers and should be lubricated with graphite spring lubricant every 10,000 miles.

The standard factory equipment universal joint requires removal, disassembly and lubrication with chassis lubricant every 10,000 miles. Studebaker now is supplying (see CHEK-CHART Service Bulletin, January issue, page 2) replacement universal joints equipped with lubrication fittings, for 1938 through 1942 models, requiring chassis lubricant.

Another article on "Reviewing the 1942 Car Models" will appear in the March issue of the CHEK-CHART Service Bulletin.

CADILLAC CHANGES TO 10W MOTOR OIL

For several years Cadillac has recommended the use of No. 20W motor oil for use in Cadillac and La Salle crankcases where the lowest atmospheric temperature is above 10° F. In many parts of the country this means the year 'round. SAE 30 has been recommended for temperatures consistently above 90° F. and for continued high speed driving only.

Effective immediately, this recommendation is changed from No. 20W to No. 10W where car speeds do not exceed the nationwide 35 mph limit. Inasmuch as the recommendation for above 90° is intended to apply for this temperature under high speed driving it can be left as it is or SAE 20 may be used. Change the recommendations from 20, 20W to 10W in the recommendation boxes for above +32° F. and above +10° F. on the following charts in your 1942 CHEK-CHART:

Page 27—Cadillac	V-12—1936-37
Page 28—Cadillac	V-8—1937
Page 29—Cadillac	V-16—1937
Page 30—Cadillac	V-8—1937-38-39
Page 31—Cadillac	V-8—1938-39-40
Page 32—Cadillac	V-16—1938-39-40
Page 33—Cadillac	V-8—1939
Page 34—Cadillac	V-8—1940
Page 35—Cadillac	V-8—1941-42
Page 96—La Salle	V-8—1937-38
Page 97—La Salle	V-8—1939
Page 98—La Salle	V-8—1940

Cadillac points out that the use of No. 10W motor oil will result in easier starting during cold weather, reduce the drain on the battery and the free flowing lighter oil will reach vital moving parts sooner than the heavier lubricant. Also better gasoline mileage will be obtained. Drivers should be cautioned, however, to check the oil level regularly and to expect, in some cases, a slight increase in oil consumption.

THE 1942 PLYMOUTH

The 1942 Plymouth is known as Model P14. No changes have been made since

1942 cars rolled off the line. There continues to be 38 lubrication points to be serviced with seven different types of lubricants.

The serial number is on the right front door hinge pillar post and is readily seen by opening the door.

Chassis lubricant is used for the majority of ball end fitting points every 1000 miles. The exceptions to this 1000 mile interval are torque shaft, gear shift control bell crank and pedal shaft points, which should be lubricated every 6000 miles with chassis lubricant. The only other exception to chassis lubricant being used on ball end fittings is the water pump which should be lubricated every 2000 miles with water pump grease only.

A 2000 mile interval also is recommended for the distributor which should be lubricated through oiler with motor oil.

Front wheel bearings require removal to be lubricated with wheel bearing grease every 6000 miles. The rear wheel bearings are, however, equipped with a plug which must be removed. Wheel bearing grease, 1½ oz. only, is to be applied every 15,000 miles. The reason that a 15,000 mile interval is recommended for rear wheel bearings is to eliminate the possibility of over-lubricating them to the point that grease would get on the brakes.

The transmission and differential cases should be drained and refilled every 15,000 miles, regardless of seasonal conditions. The capacity of the transmission is 2¾ pt. or lb., and the differential holds 3¼ pt. or lb. Regular mineral gear oil should be used in the transmission. The gears in the rear axle are of the hypoid type and a hypoid type gear lubricant should be used. SAE 90, summer, and SAE 80 winter grades should be used in both transmission and differential.

Other points requiring lubrication every 6000 miles are, generator, starter, wick under rotor, and steering gear. The generator and starter should be lubricated with motor oil. The wick under rotor should have several drops of motor oil applied at every interval of service. SAE 90 gear oil is recommended for the steering gear case the year round.

The crankcase requires 5 qt. of oil to bring it to the full mark on the oil gage and should be drained and refilled every 2500 to 3000 miles in summer, and every 1500 to 2000 miles in winter. SAE 20 or 20W may be used down to an expected atmospheric temperature of +10° F. Below +10° F., down to -10° F., SAE 10W is recommended.

Rear springs are metal covered and no definite mileage interval for lubricating these is recommended by the manufacturer, however, if squeaks or hard riding develop, they should be lubricated with a

semi-fluid grease, without graphite, using a special "C" clamp tool.

Shock absorbers are of the Delco telescopic type and are rubber insulated at both ends. They do not require periodic service and unless there is a known failure they should not be disassembled for inspection or filling. If disassembly becomes necessary, the car owner should be referred to an authorized dealer.

An oil bath type AC air cleaner is standard equipment and should be disassembled, cleaned and refilled with motor oil periodically. SAE 50 should be used in the oil sump in summer and No. 20W in winter. At the same time the oil filler cap should be cleaned and dipped in oil.

The Universal Joint is the Detroit ball and trunnion type. There is no spline with this design, the ball and trunnion traveling in the joint housing makes a spline unnecessary. This should be lubricated with universal joint grease every 15,000 miles by an authorized car dealer who will check to see if the joint is properly balanced and will also replace the boot if necessary.

A Gear Shift Vacuum Cylinder with linkage is optional equipment. It is best that all service in connection with this unit be referred to an authorized car dealer every 15,000 miles.

Points requiring no lubrication are, fan, clutch release bearing, rear spring front bolts, and spring shackles.

The manufacturer recommends that tires, both front and rear, should be inflated to 30 to 32 lb. pressure. While this higher pressure will result in a slightly harder riding, it will prolong the life of the tires.

Another article on "Reviewing the 1942 Car Models" will appear in the April issue of the CHEK-CHART Service Bulletin.

BUICK OIL FILTERS

Buick Motor Division has recently recommended to its dealers that the standard production type oil filter element be removed from all 1941 and 1942 models, and that the filter "can" be cleaned and left empty.

The reason given for such recommendation is that under present regulations where-in driving is at 35 mph, or less, condensation and acid accumulation in the crankcase has in some cases proven harmful to the filter element.

Buick 1942 models built after Jan. 1, 1942 were not equipped with oil filters for the above reason.

The factory suggests that when the owner of a 1941 or 1942 Buick asks for a filter element replacement he be referred to his Buick dealer who will be in position to explain the factory recommendation and also remove the original filter element.


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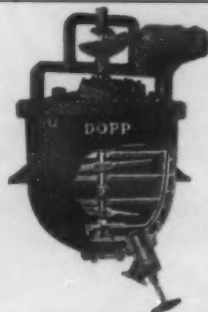
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